

LIGHT VESSEL—BRANDYWINE SHOAL.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

COMMUNICATING

INFORMATION IN RELATION TO THE REMOVAL OF THE LIGHT VESSEL

FROM

BRANDYWINE SHOAL TO TUCKANUCK SHOAL.

JANUARY 2, 1828.

Read, and laid upon the table.

WASHINGTON:

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1828.

HOUSE REPORT—BRANDYWINE SHOAL

[Illegible]

YERGENY DEPARTMENT

December 20, 1887

Since in obedience to a resolution of the House of Representatives
of the 18th March 1887, the Hon. the Secretary of the Navy
has been directed to cause a survey to be made of the shoals
between the States of Maryland and Delaware, and to report thereon
to the House, whether a light vessel should be removed from the
Bridgetown Shoal, in the Delaware Bay, and placed in the Toms-
Bay, at or near a point called Toms-Bay, in company
with a law of the United States passed May 18th 1887; and it has
been removed, to state the reasons which have prevented such removal, and
the time when such vessel will be so removed; I have the honor to
acknowledge the receipt of the letter from the Hon. the Secretary of the Navy,
which contains the information required by the resolution.

I have the honor to return.

Very respectfully,

Your most Obedt. Servant

RICHARD BUSH

The Hon. the Secretary

of the Navy, Department of the Navy, Washington

TREASURY DEPARTMENT,

December 28, 1827.

SIR: In obedience to a resolution of the House of Representatives, of the 20th instant, "directing the Secretary of the Treasury to inform the House whether a light vessel has been removed from the Brandywine Shoal, in the Delaware Bay, and placed in the Vineyard Sound, at or near a shoal, called Tuckanuck Shoal, in conformity with a law of the United States, passed May 18th, 1826; and, if not so removed, to state the cause which has prevented such removal, and the time when said vessel will be so removed;" I have the honor to enclose, herewith, a letter from the Fifth Auditor of the Treasury, which contains the information required by the resolution.

I have the honor to remain,

Very respectfully,

Your most ob't servant,

RICHARD RUSH.

The Hon. the SPEAKER

of the House of Representatives.

TREASURY DEPARTMENT,

Fifth Auditor's Office, December 27, 1827.

SIR : In compliance with a resolution of the House of Representatives, of the 20th instant, "directing the Secretary of the Treasury to inform the House whether a light-vessel has been removed from the Brandywine Shoal, in the Delaware Bay, and placed in the Vineyard Sound, at or near a shoal, called Tuckanuck Shoal, in conformity with a law of the United States, passed May 18, 1826 ; and, if not so removed, to state the cause which has prevented such removal, and the time when said vessel will be so removed ;" I have the honor to state that the light-vessel has not been, and cannot, at this time, be removed, for the following reasons :

By the law of the 18th May, 1826, above referred to, an appropriation was made of twenty-nine thousand two hundred dollars, for erecting a light-house on the Brandywine Shoal, in the Delaware Bay ; and it was provided, that, when the light-house should be built and lighted, the light-vessel stationed there, if the same should be found to answer the purpose, should be anchored at or near Tuckanuck Shoal, in the Vineyard Sound.

After the promulgation of this law, no time was lost by this office in giving effect to these provisions, as well as to many others contained in it. It being understood that the appropriation was founded upon a plan and estimate furnished by Mr. Strickland, a civil engineer of reputation, in Philadelphia, it was thought advisable to employ him in the execution of the work, if it should be found he would undertake it for the sum appropriated. A proposition to this effect being made to him, he assented, and a contract was entered into with him, by which the building was to be completed on or before the 1st of November, 1827. Early in October preceding, it was announced by the Superintendent that the building would be finished by the 20th of that month, and that it was required, by the contractor, that suitable persons should, agreeably to the contract, be despatched for the purpose of inspecting it. William Jones, Esquire, the Collector of Philadelphia, and Clement Biddle, Esquire, were appointed Inspectors, and having repaired to the light-house, pronounced the work to be done agreeably to the contract. The contractor was, accordingly, paid the sum appropriated. A copy of the certificate of the Inspectors is herewith submitted.

Soon after the light-house was accepted and paid for, and before it was lighted, successive storms arose, as reported to me, by which the foundation, though formed of clamped and heavy stone, was partially broken up and carried off, and the tower cracked and injured in such manner, as to render it probable that the storms of Winter will demolish it altogether,

On learning the injury sustained by the light-house, I directed the Superintendent at Wilmington to lose no time in sending to the light-house, and causing to be placed such quantity of large stone around the foundation, as would secure the building until the return of Spring, when the injury could be effectually repaired; but the season was so far advanced as to render this impracticable. For these reasons, I did not consider myself authorized to remove the light-vessel from the Brandywine Shoal to Tuckanuck Shoal.

By the law, before referred to, a distinct appropriation was made of eight thousand dollars, for building a light-vessel for Tuckanuck Shoal; and as the contingency has not happened, on which the Brandywine light-vessel could be so employed, as to supersede the necessity of using this appropriation, I shall take measures, without delay, to provide a floating light for Tuckanuck Shoal, agreeably to the intention of the Legislature.

I have the honor to be,

Respectfully, Sir,

Your obedient servant,

S. PLEASANTON,

Fifth Auditor, and Acting Commissioner of the Revenue.

Hon. SECRETARY OF THE TREASURY.

The undersigned, having been requested and appointed by Allen McLane, Esquire, Superintendent of the light-houses, &c. on the bay and river Delaware, to inspect the light-house erected on the Brandywine Shoal, in the bay of Delaware, by William Strickland, Esquire, Architect and Engineer, in pursuance of a contract made and concluded, on the 27th day of July, 1826, between the said Allen McLane, on the part of the United States, and the said William Strickland, proceeded to the site of the said edifice, on the 22d day of October, 1827, and having carefully examined the rubble stone base of the said building, as seen above water at nearly half flood, found the diameter thereof to exceed one hundred feet, and apparently extending, at the same angle of inclination, to the surface of the shoal on all sides; and upon a like inspection of the building in all its parts, we hereby certify, that the said William Strickland has not only faithfully fulfilled the conditions of the said contract, but has actually performed much more than he was required to do, in order to protect more effectually the said building against the force of the surge in tempestuous weather.

W. JONES.

CLEMENT C. BIDDLE.

Philadelphia, 24th October, 1827.

We, the above named Inspectors of the Brandywine light-house, having been on and near the site during the prevalence of a violent storm from the East, witnessed the impetuosity of the breakers on the

base of the building; and though we believe the entire work to be as solid and immovable as any work of the same extent on a similar foundation can be made, yet, apprehensive of the possible effect of successive tempests, in a course of years, upon the substratum of the work, we earnestly recommend, as a further, and, as we believe, an effectual means of perpetuating this invaluable guide to the most critical part of the navigation of the Delaware, that it be surrounded by a belt of solid rubble stone, fifty feet at the base, and inclining inward to the summit height of mid-tide, and detached from the present work about twenty feet.

This, we are persuaded, would break and scatter the surge before it reached the building, and the deposition of the alluvion, thrown in by the surf, would tend to secure both the belt and the base. The belt is estimated by Mr. Strickland to require about four thousand perch of stone, the cost and placing of which would amount to eight thousand dollars. This additional work should be constructed during the ensuing Summer.

W. JONES,
CLEMENT C. BIDDLE.

Philadelphia, 24th October, 1827.

